

Subject: Re: Fwd: Transit Extension to LAX
From: Donald Duckworth <duckworth.donald@gmail.com>
Date: 03/12/2013 01:05 PM
To: Nate Kaplan <nate.kaplan@lacity.org>

Yes. Let's talk about this tomorrow. We can pick a date.

On Mar 12, 2013 12:12 PM, "Nate Kaplan" <nate.kaplan@lacity.org> wrote:
Do you want a presentation from Roderick?

----- Forwarded message -----

From: **Diaz, Roderick** <DIAZRODERICK@metro.net>
Date: Mon, Mar 11, 2013 at 5:00 PM
Subject: RE: Transit Extension to LAX
To: Nate Kaplan <nate.kaplan@lacity.org>
Cc: Paul Backstrom <paul.backstrom@lacity.org>, "Zelmer, Cory" <ZelmerC@metro.net>

Nate, Paul,

If you or your constituents would like a discussion in front of a map to talk through various light rail configurations and how they facilitate potential extensions of LRT to Westchester / the Westside, we'd be happy to arrange that. Cory and/or I would be happy to oblige.

Roderick

Roderick B. Diaz

Director, Systemwide Planning / Transit Corridors

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Mail Stop: 99-22-3

Los Angeles, CA

90012-2952

[\(213\) 922-3018](tel:(213)922-3018)

diazroderick@metro.net

From: Nate Kaplan [mailto:nate.kaplan@lacity.org]
Sent: Friday, March 08, 2013 2:44 PM
To: Diaz, Roderick
Cc: Paul Backstrom; Zelmer, Cory
Subject: Re: Transit Extension to LAX

Thanks for this detailed reply, I'll share it w the community. And more importantly congrats on being a dad soon!!!
-Nate

On Thu, Mar 7, 2013 at 1:36 PM, Diaz, Roderick <DIAZRODERICK@metro.net> wrote:

Nate,

The location of the Aviation/Century station is actually advantageous for two important reasons.

- It facilitates LRT extensions to LAX terminals with the possibility for an intermediate station at the ITF (In other words, it does not negatively affect the feasibility of service to either LAX or the ITF.)
- It also facilitates LRT extension toward Westchester and ultimately toward either the Coastal Corridor or the Sepulveda Pass corridor
- It provides a good location for the FIRST station to serve the Century Boulevard Corridor.
- It provides a the best location for the Metro Green Line (from Norwalk) to connect with the future Crenshaw /LAX line (with service to the north toward the Crenshaw Corridor and to the South Bay / Redondo Beach

I would not recommend moving the Aviation /Century station significantly because the current position actually optimizes the connections outlined above.

I would be happy to talk this through face to face or over a conference call to be able to talk over a map if that would be helpful.

I may be taking leave soon due to an impending birth of my first child some time soon so if I am not available, you may reach out to my colleague Cory Zelmer at [\(213\) 922-1079](tel:(213)922-1079) and zelmerc@metro.net. I have copied him on this email.

Roderick

Roderick B. Diaz

Director, Systemwide Planning / Transit Corridors

Los Angeles County Metropolitan Transportation Authority

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diazroderick@metro.net

From: Nate Kaplan [mailto:nate.kaplan@lacity.org]

Sent: Thursday, March 07, 2013 1:23 PM

To: Diaz, Roderick

Cc: Paul Backstrom

Subject: Fwd: Transit Extension to LAX

Hi Roderick,

Does the email below make any sense or sound familiar to you? Will the stop at Aviation and Century negatively impact the likelihood of getting a connector into LAX's central terminal?

Thanks,

Nate

----- Forwarded message -----

From: **Donald Duckworth** <duckworth.donald@gmail.com>

Date: Thu, Mar 7, 2013 at 5:37 AM

Subject: Fwd: Transit Extension to LAX

To: Nate Kaplan <nate.kaplan@lacity.org>
Cc: John Ruhlen <jruhlen916@aol.com>

This is the issue we want you to be up to date on... I can share our concerns when we meet.

----- Forwarded message -----

From: "Donald Duckworth" <duckworth.donald@gmail.com>
Date: Feb 25, 2013 3:29 PM
Subject: Transit Extension to LAX
To: "Mike Bonin" <mike.bonin@lacity.org>
Cc:

It was good to hear your comments the other day about extending transit to LAX at the current LAWA HQ site.

Has anyone looked at the feasibility of such an extension given the impending construction of a station at Century/Aviation? Does the Century/Aviation Station make an LAX or Intermodal Transportation Center Station less feasible? Or, should the function of the Century/Aviation Station be relocated to remove redundancy? Would transit access to the ITF be important to its effectiveness? What are the implications of a Century/Aviation Station for ultimate extension of light rail to the other parts of the CD11 Coastal Corridor?

Mike, you're an expert in this transit stuff, and someone in your office has probably already taken a look at it. All of this just sounds like a lot of station needs that are very close together. What do you think?

Tha WTC BID Board is starting to think about these issues.

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Nate Kaplan
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